

Listing of the Claims per 37 C.F.R. §1.121

1. (Re-presented) A method of warning the operator of a primary vehicle about the potential collision of a closing vehicle with the primary vehicle, the closing vehicle proceeding in the same direction as the primary vehicle, said method comprising:

(a) determining the presence of a U-turn pursuit maneuver by monitoring the primary vehicle for a relatively sudden slowing of primary vehicle velocity from a first velocity to a second velocity followed by a subsequent velocity increase from the second velocity to a third velocity, wherein the third velocity is greater than or equal to the first velocity and the first velocity is greater than the second velocity;

(b) determining one or more parameters about the state of movement of the closing vehicle; and

(c) generating an alert to the operator of the primary vehicle when the presence of a U-turn pursuit maneuver of the primary vehicle and the one or more parameters of the closing vehicle are at a predetermined status.

2. (Currently Amended) A method of warning the operator of a primary vehicle about the potential collision of a closing vehicle with the primary vehicle, the closing vehicle proceeding in the same direction as the primary vehicle, said method comprising:

(a) determining the pattern of speed variations of the primary vehicle during a predetermined time interval;

(b) determining the state of the transmission of the primary vehicle during said predetermined time interval;

(c) determining one or more parameters about the state of the movement of the closing vehicle; and

(d) generating an alert to the operator of the primary vehicle when (1) the said pattern corresponds to a predetermined pattern indicative of a particular driving maneuver, (2) the said one or more parameters of the state of movement of the closing vehicle are at a predetermined status, and (3) another condition exists, wherein the particular driving maneuver includes a speed variation pattern indicative of a U-turn maneuver,

wherein said predetermined status of one or more parameters of the state of movement of the closing vehicle includes a status selected from the group consisting of exceeding a maximum closing vehicle speed, exceeding a maximum difference in speed between the primary vehicle and the closing vehicle, failing to meet a minimum

range from the primary vehicle to the closing vehicle, and failing to meet a minimum time to collision.

3. (Original) The method as defined by claim 2 wherein said another condition is the manual activation of the alert function.

4. (Original) The method as defined by claim 2 wherein said another condition is the radar acquisition of a target vehicle within said predetermined time interval or the manual activation of the traffic alert function.

5. (Original) The method as defined by claim 2 wherein the parameter of the state of movement of the closing vehicle is dependent upon the speed of the closing vehicle.

6. (Original) The method as defined by claim 2 wherein the parameter of the state of the movement of the trailing vehicle is dependent upon the distance of the closing vehicle from the primary vehicle.

7. (Cancelled)

8. (Withdrawn & Cancelled)

9. (Withdrawn & Cancelled)

10. (Cancelled)

11. (Original)        The method as defined by claim 2 wherein said primary vehicle is selected from the group of a police cruiser, a highway patrol vehicle, a law enforcement vehicle, an ambulance, a fire response vehicle, a maintenance vehicle, and a utility vehicle.

12. (Original)        The method as defined by claim 2 wherein said step of determining the pattern of speed variations of the primary vehicle during a predetermined time interval is performed by a police radar unit.

13. (Original)        The method as defined by claim 2 wherein said step of determining the state of the transmission of the primary vehicle during said predetermined time interval is performed by a police radar unit.

14. (Original)        The method as defined by claim 2 wherein said step of determining one or more parameters about the state of the movement of the closing vehicle is performed by a police radar unit.

15. (Original)        The method as defined by claim 2 wherein said step of generating an alert to the operator of the primary vehicle comprises generating an alert via a police radar unit user interface.

16. (Original)        The method as defined by claim 15 wherein said step of generating an alert via a police radar unit user interface comprises a step selected from the group of issuing an audible signal, issuing a visual indicator, and issuing both an audible signal and a visual indicator.

17. (Withdrawn & Cancelled)
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